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LATENESS OF BULGARIAN TRAINS;
INCREASED USE OF TRUCKS FOR FREIGHT

BULGARIAN TRAINS LATE -- Sofia, Rabotnichesko Delo, 20 May 53

Railroad managers and employees do not pay enough attention to schedules, with the result that trains are late. Many delays are due to the poor or delayed repair of locomotives. For example, express train No 13 left Burgas 16 minutes late on 18 April 1953 because some parts of its locomotive No 05.05 were not repaired in time. This caused a delay on the entire line so that the express No 13 arrived in Sofia 55 minutes late.

Passenger train No 4, traveling between Dragoman and Svilengrad, was 40 minutes late on 6 May 1958 in leaving the Plovdiv railroad station because locomotive No 36.04, which was scheduled to take the train from Plovdiv to Svilengrad, was damaged.

On 4 May 1968, the Burgas-Jofia express waited 10 minutes in Plovdiv for the arrival of the freight train No 147. However, it was established later that the freight train had been on time, but that it had had to wait outside the Plovdiv railroad station while truck repairs were being made.

The station master in charge has permitted two unrepaired locomotives to travel. These locomotives could have broken down at any moment and delayed traffic on the line.

Because of an un-raised track, the Sofia-Stalin express had to wait 32 minutes at the Pordim rail end station on 8 May 1953. The track was being repaired at the time the train was scheduled to pass that section.

Delays are also due to poor discipline and insufficient skill on the part of some employees. These examples show that repair shops are not satisfactorily repairing locomotives and that the cars are not being properly maintained.

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Sofia, Rabotnichesko Delo, 24 Jun 53

There has been no improvement in getting Bulgarian trains on schedule since 20 May 1953, when an article in Rabotnichesko Delo [the preceding article] criticized the lateness of trains. No reports have been received by the editor of this newspaper from the "Dvizhenie" (Movement) Administration of the Ministry of Transportation as to the measures taken to improve the conditions. Trains are still late for the same reasons as before: poor labor discipline among some locomotive engineers, laxity of dispatchers, and poor leadership and control.

On 20 June 1953, passenger train No 705 driven by locomotive engineer Ivan Savchev caused a delay of 42 minutes on the Vidin-Sofia route; the train arrived in Sofia 110 minutes late.

Because of the poor condition of the locomotives and the inefficiency of dispatchers, passenger train No 502 is continuously late on the Dimitrovo-Sofia route. This is a serious delay because workers daily ride this train. On 17 June 1953, locomotive engineer At. Atanasov stopped 21 minutes in Gorna Banya, with a total delay of 37 minutes for the run. Locomotive engineers A. Ovcharov, K. Georgiev, and G. Antonov also have had 20-minute stops in Gorna Banya. Because the locomotive of this train was not ready in time, the train was delayed in Sofia for 15 minutes on 20 June 1953, for 10 minutes on 13 June, and for 15 minutes on 11 June. On 8 June 1953, the train was delayed 72 minutes because of long stops at railroad stations. Dispatchers were responsible for this delay. As a result, hundreds of workers arrived late to work. Between 1 June and 23 June 1953, the train was on time only twice. Reports show that not only the trains on the Dimitrovo-Sofia route are chronically late, but that trains on other routes are frequently late.

MORE FREIGHT TO BE TRANSPORTED IN 1953 -- Sofia, Rabotnichesko Delo, 27 May 53

During 1953, Bulgarian railroads must carry 12.9 percent more freight and 9.8 percent more passengers than in 1952, while trucks must carry 23.19 percent more freight. The turnaround time of a railroad car decreased from 118 hours in 1949 to 90 hours in 1951. During 1952, the number of freight train engineers increased by more than 150 and the amount of above-normal freight was 3,873,903 tons or 1,755,527 tons more than in 1951. -- Panayot Atanasov, Assistant Minister of Transportation

RAILROAD LINE -- Blagoevgrad, Pirinsko Delo, 25 Jul 53

Repair work begun under the direction of the party for the Ministry of Transportation on 1 April 1953 on the General Todorov-Markostenovovo Railroad Line has been completed. The line was destroyed by the Germans in 1944.

TRUCK TRANSPORTATION -- Sofia, Planovo Stopanstvo, Apr 53

During 1952, 50 percent of the total freight tonnage was transported by trucks and the number of trips was three times greater than in 1939 (this does not include the trips made by the private trucks of enterprises). At the end of 1952, there were over 1.5 times more trucks in Bulgaria than in 1944.

This year, the Council of Ministers established the AVTOTOK (Avtotransportna ekspeditorska kantora, Automobile Transportation and Expedition Offices), attached to the Ministry of Transportation, to fully exploit the carrying capacity of trucks by assuring that they are loaded to capacity on every trip to and from

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their destinations. During the first quarter of 1953, the UAT (Administration for Automobile Transportation) opened such offices at five points. Over 2,000 idle trucks were loaded with over 6,500 tons of freight, and thus an additional transport performance of about 3.5 million ton-kilometers was accomplished. Thus far, the round-trip exploitation of trucks has been adopted on a large scale only by UAT and by the 'Durvolobiv i transport' (Lumber Production and Transportation) Administration of the Ministry of Heavy Industry. During 1952, these two automobile enterprises succeeded in increasing the transportation capacity of their trucks 30 percent by means of round-trip exploitation. During 1953, it is planned that 50 percent of the UAT trucks will be fully exploited.

During 1954, the UAT succeeded in covering 165 kilometers [per truck] within 24 hours; during the first quarter of 1953, it succeeded in covering 176 kilometers. In 1952, UAT trucks made 50 percent more trips than in 1948. -- Dimitar Dyulgerov

TRAFFIC REGULATION TO STOP ACCIDENTS -- Kjustendil, Kjustendilsko Delo, 23 Jul 53

In order to eliminate accidents, [new] traffic regulations have been issued.

According to the regulations for traffic in towns and villages, drivers of automobiles may drive at a speed of 15-20 kilometers per hour, motorcyclists 20 kilometers per hour, and truck and bus drivers 20 kilometers per hour. Frequently, drivers go at a speed of 40 to 60 kilometers per hour in towns and villages. This is a gross violation of government regulations.

At all crossings or sharp turns, drivers must reduce their speed to 15 kilometers per hour, must signal, and must take precautionary measures to ensure a safe crossing.

In order to avoid catastrophes and accidents, drivers of automobiles, cyclists, and pedestrians must strictly observe the following regulations:

1. Always drive to the right.
2. Always keep the handle bars and steering wheel in hand. Cyclists must not hold on to moving motor vehicles.
3. Cyclists must not ride in double file or race.
4. Drinking of alcoholic beverages while driving or working is prohibited. Drivers must take precautions against falling asleep in moving vehicles.
5. Drivers must proceed slowly and carefully at crossings and intersections.
6. Vehicles must keep at least 5 meters apart.

Pedestrians must observe the following:

1. Always walk on the right-hand side of the sidewalk or street.
2. Cross streets and crossings only in places marked by white lines and cross directly at designated places.
3. Do not cross in front of or closely behind a moving vehicle; look carefully before crossing.

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4. Do not get into or out of a moving motor vehicle.
5. Do not permit children to play in the streets or at crossings.

RAIL, BUS, SHIP SCHEDULES FOR VIDIN -- Vidin, Cherveno Zname, 23 Mar 53

The following is a timetable for incoming and outgoing Vidin trains:

Passenger trains leave Vidin daily at 0430, 1050, and 2100 hours and arrive in Vidin daily at 0600, 1525, and 2300 hours.

The following is the UAT timetable for incoming and outgoing Vidin buses:

<u>Leave Vidin</u>		<u>Arrive</u>
0730	Novo Selo	0900
0730	Bregovo	0930
1300	Kula	1430
1430	Novo Selo	1600
1700	Rakovitsa (via Kula)	1920
1700	Archar	1815
1730	Kudelin	1855
1720	Toshevtisi (via Gramada)	2030
1740	Koshava	1845
1830	Vruv	2020

<u>Leave</u>		<u>Arrive Vidin</u>
Novo Selo	0930	1100
Kula	1000	1120
Kula	1500	1620
Novo Selo	1630	1800
Rakovitsa	0430	0710
Kudelin	0550	0720
Toshevtisi	0530	0740
Vruv	0510	0700
Bregovo	0930	1100
Archar	0600	0710
Koshava	0600	0705

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The following is a Bulgarian River Navigation Timetable for incoming and outgoing Vidin ships:

Large ships leave Vidin on Tuesdays, Thursdays, and Saturdays at 0530 hours and arrive in Vidin on Mondays, Wednesdays, and Fridays at 1655 hours. Small ships leave Vidin on Mondays, Wednesdays, and Fridays at 0500 hours and arrive in Vidin on Tuesdays, Thursdays, and Saturdays at 1930 hours.

WORKERS ABSENT FROM SHIPYARDS -- Stalin, Stalinsko Zname, 24 Jan 53

The following numbers of workers from Plant No 1 [Shipyard] of KORBSO (Bulgarian-Soviet Shipbuilding Organization) were absent from work during January 1953: 44 on the 9th, 40 on the 7th, 38 on the 10th, and 26 on the 17th. In Plant No 3, 14 persons were absent on 2 January, 13 on 8 January, and 15 on 10 January 1953. There are fewer absences this year than last year, but the situation is still unsatisfactory.

A commission headed by Engineer Georgiev is to introduce new work methods in Zavod No 1. Thus far, the commission has had only three meetings.

NEW MERCHANT SHIP LAUNCHED -- Sofia, Rabotnicheskio Delo, 14 Apr 53

On 12 April 1953, the new merchant ship Terek, built by the "Georgi Dimitrov" Shipyards in Stalin, was launched. The launching of the ship was attended by L. T. Shmekov, Soviet Consul in Stalin; Kovachev (fnu), secretary of the Stalin Okrug Committee of the Bulgarian Communist Party; Rear Admiral Ormanov; and Krastnikov (fnu), director general of the shipyards.

TABSO ADVERTISES TOURIST FLIGHTS -- Sofia, Trud, 10 Apr 53

Tourist flights for workers and white-collar workers from Sofia enterprises, institutions, and organizations were scheduled by TABSO (Bulgarian-Soviet Society for Air Transportation) to begin on 1 April 1953.

Special flights to Turnovo and Plovdiv can be organized for shock workers (udarnik) and outstanding workers (otlichnik).

The TABSO Bureau is located at 12 Ploshad Narodno Sbranie (People's Assembly Square).

Stalin, Stalinsko Zname, 12 Mar 53

TABSO has planes making regular flights from Stalin to Burgas, Plovdiv, Gorna Oryakhovitsa, and Sofia.

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